

Appln. No. : John P. Biel, Jr. et al
Amdt. Dated : November 18, 2004
Reply to Office action of : October 5, 2004
Page 2

Amendment to the Specification:

Please delete the paragraph in the specification at page 4, line 26, which currently reads as follows:

~~"Fig. 8A is a cross-sectional view taken along line VIIIA-VIIIA in Fig. 8;"~~

Please delete the five paragraphs in the specification at page 6, lines 11-17 inclusive, which currently read as follows:

~~"Fig. 55 is an end view of another modified support;~~

~~Fig. 56 is a side view of the modified support shown in Fig. 55;~~

~~Fig. 57 is a flat stamping for forming a crown shaped portion of the support shown in Fig. 57;~~

~~Fig. 58 is an end view of another modified support;~~

~~Fig. 59 is a plan view of a spoke forming a portion of the modified support in Fig. 58;"~~

Please replace the paragraph in the specification beginning on page 18, line 10, with the following paragraph:

--The support 25BB (Figs. 55-57) and the support 25CC (Figs. 58-60) are examples of supports using truss-type spokes 50BB and 50CC. The spokes each extend at an angle to an axial planar direction, with each spoke extending at an angle opposite the adjacent spoke in a back and forth manner that [[are]] is reminiscent of a truss. A support is placed at each end of the converter core. The spokes 50BB interconnect the inner and outer flanges 51BB and

Appln. No. : John P. Biel, Jr. et al
Amdt. Dated : November 18, 2004
Reply to Office action of : October 5, 2004
Page 3

52BB, ~~and the spokes 50CC interconnect the inner and outer flanges 51CC and 52CC, and the~~
spokes 50DD interconnect the inner and outer flanges 51DD and 52DD. The support 25DD
(Figs. 61-65) is similar, but has spokes 50DD that extend longitudinally/radially. In the
supports 25BB and 25DD, the inner flanges (51BB and 51DD) are integrally formed with the
spokes (50BB and 50DD) as a single stamping. Any of several designs are developed so that
any combination can be used on the two ends of the core. A premium material like Inconel is
to be used for the hub and dog bone shape because it has very high strength at elevated
temperatures, and lower thermal conductivity than other stainless steels. A minimum cross
section would be utilized to keep heat loss to a minimum. Because the dog bone could be
manufactured of various shapes, perhaps by stamping or other methods, an optimum shape can
be designed, analyzed, tested and developed.--

Please replace the paragraph in the specification beginning on page 13, line 30, with the
following paragraph:

--The modified support 25D' (Figs. 8-9) has bodies 50D having a U-shaped
cross section (~~see Fig. 8A~~) for increased stiffness. The U-shape extends from each body 50D
onto the inner and outer pad flanges 67D. The enlarged pad flanges 67D and 67D' are shaped
to permit a weld bead 68D to be formed along edges of the pad flanges 67D and 67D'. The
modified support 25E' (Figs. 10-11) is integrally formed from a single stamping, and has
relatively flat bodies 50E that can flex in a direction parallel the longitudinal direction 63E of
the catalytic converter 20. The modified support 25F' (Figs. 12-13) has bodies 50F with

Appln. No. : John P. Biel, Jr. et al
Amdt. Dated : November 18, 2004
Reply to Office action of : October 5, 2004
Page 4

deeply concave cross sections that are shaped to fit into mating pockets 68F in the inner and outer ring flanges 51F and 52F. Each of the supports 25D', 25E', and 25F' have dog bone shapes emphasizing particular functional characteristics and providing particular manufacturing and service durability characteristics.--